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THE CHINA ASSOCIATION.

ANNUAL MEETING IN LONDON.
ADDRESS BY THE NEW PRESIDENT.

(FROM OUR OWN CORRESPONDENT.)

London, April 15th.

The annual meeting of the China Association was held yesterday at the P. and O. offices in Leadenhall Street, Mr. J. H. Scott, in the chair. The proceedings were brief, all the work of the committee for the year being apparently satisfactory. The room was well filled for the occasion.

In addition to the Chairman, there were present Sir Charles Dudgeon, Sir Walter Hillier, Messrs. Byron Brennan, C.M.G., R. Chatterton Wilcox, C.V. Cresswell, C.M.G., H. D. Stewart, William Harwood, G. B. Dodwell, Herbert Dent, Robert H. Hill, D. Warren Smith, Thomas Brown, George Swire, H. W. Robertson, Joseph Welch, A. Zimmerman, S. Gundry, C.B., J. R. Michael, E. T. Bond, John H. Perry, Horace G. Haggood, A. B. Tomkins, T. H. Whitehead, G. Stewart, T. P. Cochrane, K. R. Campbell, C. Grenville Alabaster (Secretary) and H. C. Wilcox.

The Chairman said his remarks could be kept within a short space for those members who had read the printed report would, he felt satisfied, recognise that during the past year the Committee had done a great deal of work and done it extremely well. That report, for which they were again largely indebted to the unfailing energy of their retiring President, Mr. Gundry, was well worthy of careful study by all interested in the welfare of the Association. Though lengthy comment was unnecessary he would like to touch upon one or two subjects mentioned in the report, commencing with the School of Chinese. Most members would remember the idea was taken up some years ago that it was desirable to encourage the study of Chinese, so that young men would be better equipped for their work on going out to the East. The idea took root and negotiations were entered into to carry it into the working of a practical scheme. The Association guaranteed the sum of £500 per annum; that amount having been generously subscribed by several of the firms connected with the Association. Under the direction of Mr. George Brown the school was successfully established until at a later date accommodation was provided at King's College; and now their friend and member, Sir Walter Hillier, was the Director, and had succeeded to the Chair of Chinese vacated by Sir Robert Douglas. The desire now was to endow the Chair at the University. Mr. Gundry had taken a great deal of trouble in working out the scheme and it was hoped that they had several good friends of Chinese and of British standing in China who would guarantee the Association to guarantee an annual income of £300 a year, with which to satisfy the endowment the Chair. Though they did not ask for subscriptions they would be very glad to have them and at any rate all of the members of the Association would support them by their good will in the scheme, for making this provision a permanent, something that nothing could touch, which would produce an enduring monument of the usefulness of the Association. (Applause.)

They all knew that during the past twelve months the Committee had as usual exercised a good deal of patience in regard to matters touching the Imperial Maritime Customs. In this relation it was fitting to say a word or two concerning the retirement of the Inspector General. Without trading on anyone's name he might say that when a permanent successor to Sir Robert Hart—whose retirement they all regretted—was appointed they hoped he would be one who would maintain the prestige of the service, and not be too easy under the pressure to be brought to bear by the natives controlling the Customs. (Applause.)

They must all feel satisfied by the progress of the railway schemes in the north of China. The schemes had been hung up for several years but now they were in a fair way to completion. Works were going on, agreements were signed and the construction was being pushed on in a more satisfactory way than ever before to the great advantage of China. It was of incalculable importance to China to have a great railway system and the more railways there were the better for the members of the China Association. If the money was found in Great Britain so much the better, but if not, let them find it anyway, for the more railways they had the more would the export trade be (Applause.)

In regard to Manchuria the situation just now was a somewhat trying one. They all knew that some time ago there was a considerable difficulty in connection with Newchwang as against Dalny—Dalny being put on a better footing in regard to railway rates. That has been adjusted but whatever the Japanese said he did not think equality of opportunity could be truly said to exist now in Manchuria for British traders. Whatever the Japanese said it remained certain that their own nationals did not get preference and opportunities not accorded to the British. When that would come right it was hard to say but it was necessary for British traders to keep their end up, to be constantly watchful and pressing and if that were done he did not believe they would be crowded out of that part of the world. Possibly the Japanese thought they were going to capture all the commerce, but he thought differently. It was necessary for British traders to follow the trade; they must be wide awake and enterprising. They must not look for it to come while they sit still in their seats; they must follow it to the uttermost corners of the world, finding out what was wanted and supplying the want. If that were done he believed they could supply just as good traders from Great Britain as any Japanese ever born (Applause). Railway extension was fully dealt with in the report and in this matter the report was most valuable and merited close study. He thought on perusal of it they would

agree with him that the Japanese were straining a point in regard to the extension of the railway west of the Liao river. The non conclusion of the line would be a great drawback to the Chinese railway service, and it was regrettable that the Chinese were so wanting in foresight as to make that secret agreement in 1905 binding them to the demands of the Japanese in this matter. Still, if pressure continued to be applied, something might be developed towards solving the problem.

The report of the Huangpu Conservancy Board was dealt with in the report extensively. The prosperity of Shanghai was bound up with this question and it therefore deserved most careful attention. The river must be kept open or Shanghai's commerce would go under. He was ready to welcome anything that would improve the navigation and provide a good waterway and, notwithstanding the attempts made by some of their German friends to throw discredit on the scheme of M. de Rijke, he thought the general opinion in Shanghai was that it should be carried out in its entirety and would prove a good plan.

There was, however, a certain amount of uncertainty as to the assessments to be imposed on the land filled up. It seemed a simple proposition to put down a sufficiently strong bunding to form an efficient retaining wall for the stream, but the work was costly and to fill up the land would run into a lot of money. It would be intolerable if after that was done the owner had to bear the imposition of heavy charges for the land. Some owners had thousands of feet of frontage and, unless the arrangement was made a fair one, their outlay would be immense. In his view the only fair way of dealing with the reclaimed land was to treat it in the old way, on the "shen k'ui" basis.

Some of them considered the opinion of one of the utmost importance and therefore he would draw their attention to the fact that it was mainly through the efforts of the Association that the attempt to form a monopoly for Nanking had been abandoned.

If he spoke strongly on the matter of trade marks regulations he did not think anyone would object. Probably it would appeal to them in the same way as to him—that it was a perfectly monstrous thing that a nation such as Japan claimed to be—equal to any of the Western Powers and up-to-date, if not ahead of it—should countenance and encourage rank robbery by allowing her people to pirate the trade marks of British firms many of which had existed longer than the Japanese had been under their modern conditions (Applause). It was monstrous that the Japanese had not put down this iniquity (Applause) and their pretension that, because a man had pirated a trade mark for three years he had an indefeasible right to use it, was a thing beyond belief. It was difficult to define the exact position at this moment for it was a matter more or less sub judice.

They would regret to see that neither judicial reform nor currency reform had made much progress during the year. They would however be cheered by the proof that the Association had added to its strength during the year by the formation of an active branch at Tientsin. That branch had already shown its utility by keeping the British Post Office open at that port. There was a small loss on the Tientsin Post Office and the Hongkong Government proposed to close it but the Tientsin community came forward and guaranteed to make good the deficit for the coming year and the Government agreed thereupon to maintain the Post Office for another year. Meanwhile the Association was doing its best to impress upon the Government that this was not a mere matter of dollars but a matter of Imperial prestige. Surely this great nation should not take an inferior position to that of their friends from countries across the water. All those countries had their post offices and, if the British Post Office were suppressed, it would tend to damage British prestige and prestige must be maintained in China both in this and every similar case. (Applause.)

Another subject for congratulation was in relation to the British Association of Japan which was formed largely owing to the moribund condition of the Yokohama branch of the China Association and the dissolution of the Kobe branch. Accordingly the new British Association of Japan had fallen into line with the China Association in London and was to be henceforward a branch under a different title. It was considered that the Japanese objection to the name "China Association" would work to the detriment of the Association so under this other name they were welcomed into close relations with the China Association in London. The members of the British Association were regarded as members of the China Association and there was now an active and united body there ready to do all that was necessary to maintain the credit of British interests (Applause). Their membership in Japan was now, he understood, approaching 250.

Touching the West River piracy the speaker remarked that the intervention of the British gunboats had done much to stamp out the piracy, but they heard from Hongkong that it was getting its head up again. He believed that, unless care was constantly exercised by a service run by European police measures on the West River would be of little use and trading there would be gravely hampered.

Passing to the accounts which showed a debit balance of nearly £25 brought down this year as against £49 last year, the speaker said, notwithstanding that they spent last year £150 on social duties. Some subscriptions towards office expenses had fallen off. He felt this considerably for he believed the Association had done much for the trade in which the firms were interested whose subscriptions had dropped and he considered the Association merited greater support. But even if they came to a time when they had to draw on their investments he believed there was sufficient interest in China and the trade of China and sufficient patriotism

among the members of the Association to render it unnecessary to be perturbed for what money was required for the proper carrying on of the work would be forthcoming without difficulty (Applause). He moved the adoption of the report and the balance sheet.

Mr. BYRON BRENNAN seconded, expressing the belief that, though the report was not the most bulky they had had presented to them, it was the most valuable.

Mr. THOMAS BROWN suggested that the inclusion of the yearbook report of the annual meeting of each year would make the report more valuable.

The CHAIRMAN pointed out that the emersion in this year was an oversight and the suggestion of Mr. BROWN would be borne in mind for acceptance next year.

The report was thereupon adopted.

The CHAIRMAN proposed the election of a general committee consisting of Mr. Hon. Sir Cecil C. Smith, P.C., G.C.M.G., Sir E. A. Sassoon, Bt., M.P., Sir Thomas Jackson, Bt., Sir T. Sutherland, G.C.M.G., Sir Alfred Dent, K.C.M.G., Sir Ewen Cameron, K.C.M.G., Sir Walter Hillier, K.C.M.G., C.B., Sir Charles Dudgeon, Messrs. John C. Bois, Byron Brennan, C.M.G., A. R. Burkill, F. Corner, Herbert Dent, G. B. Dodwell, R. S. Gundry, C.B., Wm. Harwood, R. H. Hill, G. Jamieson, C.M.G., H. H. Joseph, W. Keswick, M.P., D. C. Rutherford, J. H. Scott, Gershom Stewart, H. D. Stewart, W. M. Strachan, W. C. Ward, Joseph Welch, T. H. Whitehead, R. C. Wilcox and A. Zimmerman.

This was seconded by Mr. BYRON BRENNAN and carried unanimously.

Mr. GUNDY said he was sure he would have their cordial sympathy in proposing the election of Mr. J. H. Scott as President and Sir Charles Dudgeon as Chairman of Committee for the ensuing year. Mr. Scott had been a popular member of the Committee in Shanghai and Hongkong, and was too well known to them here to need any word of commendation. He would still, in the position of President, be able to give the Association the benefit of the cool judgment which he had shown as a member, and latterly as Chairman of the General Committee and as Mr. Gundry was fortunate in being able to nominate for the Chairmanship one whose previous career was a guarantee of capacity and efficiency in what was really the chief executive post of the Association.

Sir Charles Dudgeon had, happily, leisure to devote to the detail working of the office, an attention and supervision that were very necessary but which the busy head of a great firm could not possibly afford. (Applause.) He had pleasure in proposing that Mr. J. H. Scott be elected President, Sir Charles Dudgeon Chairman and Mr. Geo. Jamieson, Vice-Chairman of the Committee, and Mr. R. C. Wilcox, Hon. Treasurer for the ensuing year. (Applause.)

Mr. JOSEPH WELCH seconded, and the resolution was adopted unanimously.

The CHAIRMAN, in returning thanks, said the honour conferred upon him was not of his seeking, but he would do his utmost in the interests of the Association. In Sir Charles Dudgeon they had found one who had not only the knowledge but a love for the work. There was a time when Sir Charles Dudgeon believed in "publicity and pressure" in regard to the working of the Association, but he felt convinced that before he had served his term of office Sir Charles would come round to the view that the methods adopted by the Association were such as were for the best advancement of the interests they had at heart, because if they did not work together with the Foreign and Colonial Offices and accept what they said the door would be shut in their faces.

Sir CHARLES DUDGEON also returned thanks and said he was not going to refer to those matters in which there might have been some measure of disagreement (laughter). He accepted his office with the greatest diffidence, for he did not think that the work of one of the local branches in China necessarily qualified him for the work in London. They had received the resignation of Mr. Gundry as President with great regret (applause) for he was a tower of strength to the Association because of his unique knowledge of China and the ungrudging work he had given for years to the organisation of the Association. However they hoped his retirement was merely nominal (Applause).

A vote of thanks to the Chairman on the proposition of Mr. JOSEPH WELCH terminated the proceedings.

1907-1908.

ANNUAL REPORT.

The re-transfer of Manchuria has involved differences between China and Japan which have tended at times to become acute, but which will, he believed, be compromised when the ultimate conditions attainable by diplomacy have been ascertained.

In other respects the year under review had been fairly free from friction so far as China's relations with foreign countries are concerned; though the local disturbances which are chronic in some portion or other of her vast territory have been occasionally serious. There has been trouble bordering on insurrection in the South, and foreign motives—while perhaps, as usual, of importance in expression—have given trouble in Chikang. Happily there has been no trace in these manifestations of connection with the anti-Asiatic movement in South Africa, Canada, or the United States.

The promise of constitutional reform has received a measure of confirmation by the issue of a bill sanctioning the principle and creating, as a first step, an Imperial assembly for the discussion of affairs of State. The appearance of a supplementary Bill on the 24th December, of the continuance of the agitation in Chikang, seems not to have attracted serious notice in a country where Edicts are subject to alternating influences of reform and reaction. Commissions have been appointed to proceed to Great Britain, Germany and Japan to study the various systems of Constitutional Government, which may be the expression of a conscious need for further information, or may be intended to gain time. That these Commissions are as important in their composition as those headed by Prince Tai T'ie and H. E.

Tuan Fang, which visited Europe and the United States in 1906, does not necessarily guarantee that their labours will be attended with negative results. The authorities are wise to inform themselves thoroughly before taking the leap in the dark implied in the introduction of representative institutions.

A tardy recognition of the principle that Western knowledge is a necessary prelude to either Constitutional or Administrative progress on Western lines has inspired the dispatch abroad, for purposes of technical training, of an increasing number of students. Considerations of economy, similarity of customs, and geographical proximity will always ensure to Japan the local share of such students; but many who are sent go further afield. Some are to be found in most European countries and in America; and President Roosevelt expressed, in his recent message to Congress, a desire to attract more to the United States. The British authorities have not overlooked the importance of this question. Early in the past year His Majesty's Minister at Peking pointed out that in consequence of the lack of accurate knowledge on the part of the Chinese people as to the educational facilities that could be obtained in England, uncertainty as to the cost of such education, and the absence of definite information as to the provision of suitable schools and homes for their sons on arrival, the students sent to this country are fewer than those sent to countries where detailed information on these points is ready to hand. A strong committee has since been formed, with the approval of H.M. Secretary of State and of the Chinese Legation and with the cordial co-operation, it is needless to say, of this Association, in order to remedy the defect.

As each year goes on the school of Chinese founded by the Association becomes more widely known, and applications for instruction come occasionally from the most unexpected quarters. One of the most recent students, for instance, is a Chinese. It is hoped that experience will convince men interested in the East that Chinese is not a supremely difficult language to talk or to read, if it is taught in a proper way, and will confirm the impression that the first six or twelve months' study can be spent as profitably here as in Peking.

The position desired for the school by its founders having now been attained by the sanction of its Director, Sir Walter Hillier, to the chair at King's College lately vacated by Sir Robert Douglas, it is hoped that means will be found to give permanency to its resources by capitalising the subscriptions which have been so generously provided, hitherto, by certain members of the Association.

The Edict of the 9th May, 1906, constituting a new Board of Control over the Imperial Maritime Customs, has been followed by instructions to the Commissioners to reduce the duties of non-Chinese Customs Officials and proportionately to increase the positions open to Chinese.

It would be superfluous to recapitulate here the reasons for deprecating a change which might command sympathy if the possibility of effecting it without risk to efficiency could be admitted. The views of the Association as to the potential danger to the interests of trade and of the Chinese Revenue involved in derogation from the high standard at which the service has been maintained were explained in the last Annual Report, and it has appeared unnecessary to re-affirm them, but for the usefulness occasioned by these instructions, by the appointment to the post of Comptroller of men so distinguished as Lu Hsien and Na Tung, and by current reports of impending changes in the Inspectorate-General itself. The supreme importance of the personality of its Chief to the welfare of a service upon which so much depends is too obvious to need affirmation, and the General Committee has had the full support of the Hongkong, Shanghai and Canton branches in bringing these considerations afresh to the attention of H.M. Government.

The final contract for the Tientsin-Ankang main line was signed on the 13th January, 1908, and that for the Soochow-Ningpo line, a month later. The Chekiang line forms, really, a portion of the proposed line for the Shanghai-Nanking line; but the Imperial Government were led by misrepresentation, it is alleged on the part of Sheng, to issue a conflicting Edict authorising its construction by a Chinese effort. The dispute was made occasion of much display of local feeling into which however an anti-dynastic element is believed to have entered. It eventually settled on terms which appear to be mutually satisfactory. The Tientsin-Pukou line will be of first-class importance, inasmuch as it will end on the north bank of the Yangtze, opposite the terminus of the Shanghai-Nanking railway now in process of construction which has been opened as far as Chinkiang. The contract provides for the commencement of construction within six months, and for its completion, including the bridging of the Yellow River, within a period of four years. Slow but measurable progress has been made with the Kowloon-Canton railway from the British end—where engineering difficulties have to be encountered involving the reclamation of a large area from the sea, a tunnel 2,415 yards long through a range of granite hills, and much heavy banking and cutting. It is understood that so substantial work has been begun from the Canton end that completion during the year with references to alleged discrimination by the Japanese in the freight charges on the South Manchurian Railway. An examination of the allegations showed that the discrimination was rather between ports than peoples. It was said, and not without reason, that the freight charges on the railway had been so arranged that it was cheaper to send goods to Kwangchow than to Dairen than via Newchwang which is about 150 miles nearer. The basis of that complaint was removed by the issue of new regulations which make the charges per ton for goods sent by either route to Kwangchow the same.

Disension has arisen between China and Japan in consequence of an expressed intention by the former to extend her Northern railway from Heimin-tun to Fukumen and eventually to Tsitsihar. The extension would be desirable and consistent with Art. IV. of the Treaty of Portsmouth. But Japan adduces an agreement (dated 1905) by which China bound herself not to construct a line parallel to or competing with the South Manchurian railway and contends that the proposed extension would violate that understanding.

The Huangpu Conservancy Board report that normal lines have been designed by the Superintending Engineer with the object of contracting the river into a single channel and thus enabling it to accomplish its own work of scour. The Board have also drawn up a series of conditions subject to which riparian owners will be permitted to extend the frontage of their property upwards to the normal lines. Land so reclaimed will have to be paid for in accordance with Article VIII. of the Huangpu Conservancy Convention, 1905, published in the Association's Annual Report for the years 1905-1906. Certain German shipping firms, supported by the Deutsche Vereinigung, have criticised M. de Rijke's design, but have failed to enlist the

PASTEURIZED AMSTEL BEER.

USED IN HOSPITALS IN PREFERENCE TO ANY OTHER BOTTLED BEER.

HIGHLY WHOLESOME. SPECIALLY PASTEURIZED (INSTEAD OF BEING DOCTORED WITH PRESERVATIVES) FOR USE IN TROPICAL CLIMATES.

VERY LIGHT, PALATABLE, DIGESTIBLE, AND A GOOD TONIC.

PER DOZEN QUART BOTTLES	\$4.15
" DOZEN PINT BOTTLES	35
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H. PRICE & CO., LTD.

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WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

[35]

Hongkong, 11th May, 1908.

support of the Shanghai Chamber of Commerce or of the British and American Associations, which have confined themselves to suggesting that M. de Rijke should be asked whether he remains convinced of the merits of his scheme. The general feeling evidently is that it would be a regrettable blunder to afford the Chinese Government a pretext for withdrawing from a work which, after years of patient negotiation and pressure, they have undertaken to perform at their own expense. The work, which the mercantile community consider vital for the protection of the great shipping and commercial interests of the port.

It is too soon to form an opinion as to the ultimate effect of the Edict decreeing the abolition of opium smoking and production, and the Association has held consistently aloof from the controversy involved. But the necessity of upholding treaty obligations rendered action imperative when attempts were made to form Government monopolies for the sale of the drug. By Article V. of the British Treaty of Nanking the Government of China expressly agreed to abolish "at all ports where British merchants may reside" the practice of compelling British merchants "to deal exclusively with certain Chinese merchants called Hong Merchants (or Co-Hong), who had been licensed by the Chinese Government for this purpose." Article XIX. of the French Treaty of Tientsin lays down still more emphatically that no privileged commercial association shall henceforward be established in China, nor any "coalition organization" designed to monopolize any commerce. The Chinese Government has yielded to the protests which its edicts evoked; but that the attempt should have been made is not without significance.

The Chinese re-draft of the proposed Trade Marks regulations has been rejected as unacceptable. It seems strange that the Government should be unable to devise reasonable regulations, more especially as they seem to be actuated by a genuine desire, evidenced by the proclamation of the Shanghai Taotai, Jui Cheng, to check the piracy of foreign trademarks, and a certain amount of infringement exists in undoubted. Indeed it is to be expected, but appears that the infringements are confined largely to classes of goods—such as soap, candles, matches, biscuits, cigarettes and whisky—the proprietors of which are not organized for mutual protection, and that the comparative freedom from the effects of piracy of the China piece goods trade is measureably due to the influence and disciplinary powers possessed by the local piece goods guilds. It is to be regretted that so many of the infringements appearing in the Chinese market should emanate from Japan. Legal decision in cases of this kind is a prompt and efficient remedy. Foreign marks have been in question have not given satisfaction, and it is noticeable that the Japanese Government has endeavored to secure in the proposed Trade Marks Convention with Great Britain the inclusion of a clause to the effect that all marks, whether imitated or not, that have been used by Japanese for three years should be allowed to stand. It is unlikely that the British Government will consent to any such evasion. It is to be hoped that the Japanese Government will be too strongly impressed that every mark likely to be used in the future either in Japan or in China should be registered at once at the Japanese Patent Office, otherwise no action in a Japanese Court is likely to be successful. Moreover, where British unregistered marks have been pirated and registered by Japanese in Japan steps should at once be taken with a view to prevent the registration becoming final.

The General Committee was asked by the Shanghai branch, early in February last year, to bring to the notice of the Foreign Office certain defects in the proposed new rules for the Mixed Court. In view of an intimation that no drastic changes could be considered, the Committee confined their recommendations to a few essential points which will be found stated in the annexed correspondence, and which appeared essential to safeguard the procedure established by custom or by local agreement. Unfortunately the proposed amendments were to have been misunderstood by the Magistrate Kwan, to whom the rules were referred, so that no settlement of the question has yet been reached.

The ex-Taotai has been ordered to pay £10,000 compensation for the damage done during the Shanghai riots of 1905. The amount is inadequate; but it is a satisfactory admission of the Council's contention that the Taotai was largely responsible for the outbreak. No indication is observable, yet, of the Judicial R-forms which China was supposed to be about to introduce in 1908 and which were promised afresh in the Treaty of 1902. The latest rumour is that H. E. W. Ting-fang has been commissioned to draw up a scheme during his temporary of the Chinese Legation in the United States.

No practical steps having yet been taken towards establishing a uniform national currency, the Chambers of Commerce of Hongkong, Shanghai and Tientsin again addressed a joint memorial to the Diplomatic Corps at Peking, urging that further representation should be made to the Imperial Government on the subject. A copy of the memorial was also elicited from Prince Ching a reply that the question is under the consideration of a Commission, and from Sir John Jordan the comment that "no material advance has (so far as he can ascertain) been made towards attainment of the object in view."

The President of the Board of Revenue has since addressed another memorial to the Throne, advocating certain preparatory steps; but it fails to convey an impression of apologetic practical requirements, and with foreign help in a matter where the half-knowledge that usually characterizes Chinese aspirations is peculiarly liable to cause failure.

The loss and inconvenience caused by the depreciation (noted last year) of the 10-cash pieces with which the country has been flooded has seriously affected commerce and has probably not been without influence in causing the wide spread current.

PERFECT CURE OF SEVERE ECZEMA

Disease Had Lasted Over Two Years
—Several Remedies and Medical Advice Proved to No Advantage—
Feared He Would Lose Position—
Immediately Relieved and Permanently Cured by Use of

ONE COMPLETE SET OF CUTICURA REMEDIES

"I had eczema for over two years, covering my body and neck. I had tried several remedies and also had private medical advice, all to no advantage. This was a source of great worry to me, being in a business where I have to handle food and my trouble, if known, might have meant the loss of my berth. When I was advised to try the Cuticura Remedies, I did so, and I am very thankful to say the eczema began to get better at once and before I had used one set, comprising Cuticura Soap, Cuticura Ointment, and Cuticura Pills, my skin was quite clear of eczema. It is now eighteen months since I tried the Cuticura Remedies, and I have had no return of the complaint, so I think that Cuticura has the right to the credit of curing me. W. Jennings, 109, Belle Isle Road, Northcote Road, Clapham Junction, Dec. 10, 1906."

ITCHING RASH

Kept Little Girl Awake. She Scratched Until Blood Came. Cured by Cuticura Remedies.

"Some time ago my little girl suffered from an itching rash on her back and legs. It was bad both night and day, but worse at night. She would warm in bed, she could not rest for she used to scratch until blood came. She was about two years old when I tried Cuticura Soap and Cuticura Ointment. One cake of Cuticura Soap and half a box of Cuticura Ointment made her all right. She is four years old now, and quite well. Mrs. Ann Graham, Robinson Cottage, High Street, near Worthington, Cumberland, Dec. 10, '06."

Such great inconveniences have been caused in Hongkong by the inferior small coin from Canton, that the Colonial Government has found it necessary to appoint a Commission to consider remedial measures. Opinions vary between immediate legislation and negotiation with the Provincial Authorities; but the extent of the evil is cogently affirmed.

A decree was issued in October, ordering the Board of Revenue and Commerce to introduce a uniform system of weights and measures throughout the Empire, the standards to be fixed within six months; but experience has led us to expect such a prompt solution of a difficult problem. In carrying out the duty of the great variety of weights and measures prevailing in different provinces and districts to a common denomination or standard which would have force throughout the Empire. Nothing, at any rate, seemed less likely than an intention to alter the decimal system by which China is permeated perhaps more completely than any other nation. They, therefore, declined to join in representations made to the Chinese Legation, by the British Weights and Measures and Decimal Associations respectively, with a view to inducing China to adopt a decimal or, conversely, a decimal system of weights and measures.

It is iteration to remark that Art. IX of the Mackay treaty remains unfulfilled. A fresh set of Mining Regulations put forward by the Imperial Government has been rejected by the Diplomatic Corps as more impracticable than the last.

Alusion was made last year to the contemplated dissolution of the Yokohama and Kobe branches of the China Association with a view to reconstruction under the title of British Association of Japan, and the view was expressed that co-operation would be practicable only on a footing of virtual unity—the British Association of Japan regarding itself and being regarded as a branch of the China Association under another name. The Committee learn with gratification that this opinion has prevailed; and as the new Association numbers already more than 200 members the re-arrangement of the Association is a step towards the growth of the Association in China is marked by the formation of a new branch at Tientsin, which has already more than justified its existence by the vigorous action it has taken to secure the retention of British Post Office at that Port.

It seems a little anomalous that the Government of Hongkong should be saddled with the financial as well as the administrative responsibility of maintaining British postal agencies at the Treaty Ports of China. The arrangements at these ports have been strained, lately, by the loss of the Colony Government to gain relief the loss (approximately \$7,500) incurred last year by the British Post Office at Tientsin. There is justice, obviously, in the Colony's contention; but, for reasons of prestige as well as of convenience, it is eminently undesirable that the Tientsin agency should be closed. Representations have, accordingly,

(Continued on page 5.)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and not to the Manager, who is not responsible for the contents of the Press.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins Building, No. 31, Queen's Road Central, on SATURDAY, the 30th May, 1908, at 2 p.m. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive.

G. A. WATKINS, General Managers, CHAN A. FOOK, General Managers, Hongkong, 14th May, 1908. 812

BY ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

MR. GEO. P. LAMBERT, Auctioneer, has received instructions to sell by PUBLIC AUCTION, On THURSDAY, the 21st day of May, 1908, at 12 o'clock Noon, his Sales Rooms, No. 3, Duddell Street, THE VALUABLE LEASEHOLD PROPERTY, IN ONE LOT, known as

No. 115, JERVOIS STREET, Victoria, The Property consists of all that piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SUBSECTION No. 1 OF SECTION "A" OF MARINE LOT No. 31, and has an area of 760 square feet.

Proportion of Crown Rent payable \$13.40 per annum.

Particulars and Conditions of Sale may be had from the Vendors' Solicitors, Messrs. DEACON, LOCKER & DEACON, No. 1, Des Voeux Road Central, and also from the Auctioneer.

Hongkong, 14th May, 1908. 811

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer, FROM BOMBAY, LOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. Britannia and Souda.

From Calcutta, ex s.s. Nyanya, From Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent, Hongkong, 13th May, 1908. 1

NOTICES OF FIRMS

MITSUBISHI GOSHI KWAISHA.

NOTICE IS HEREBY GIVEN that Mr. Y. SHIBUYA has been appointed ACTING MANAGER pro tem. of above named Company from and after this date in place of Mr. T. MATSUKI who has been transferred as Manager of the Shanghai Branch Office.

Hongkong, 13th May, 1908. 833

NOTICE.

KWONG WOO, JEWELLER, Etc., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHEUNG KING SOH.

Hongkong, 9th April, 1908. 821

NOTICE.

ON and after the 18th instant the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, Queen's Road Central (in the Office now occupied by the National Bank of China Ltd.)

J. L. VAN HOUTEN, Agent, NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, Hongkong, 7th May, 1908. 812

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS, with which is incorporated THE CHINA OVERLAND TRADE REPORT, subscription, paid in advance, \$12 per annum Postage \$2 to any part of the World

INTIMATIONS

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House TO-DAY (THURSDAY), the 14th May, 1908, at 5.15 p.m., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary, Hongkong, 14th May, 1908. 790

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House TO-DAY (THURSDAY), the 14th May, 1908, at 5.25 p.m., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary, Hongkong, 14th May, 1908. 781

THE HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at the Happy Valley, on SATURDAY, 16th May, 1908, commencing at 3 p.m.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Secretary and Treasurer, Hongkong, 13th May, 1908. 833

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EVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. FOR CASH ONLY.

Now is the time for you to secure GENUINE BARGAINS. Please call and see for yourself.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel, Hongkong, 1st May, 1908. 681

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS, "CLAREMONT", 2 & 4, KENNEDY ROAD, Hongkong, 8th February, 1907. 668

PUBLIC COMPANIES

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 16th day of May, 1908, at 11 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to 20th inst., both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 9th May, 1908. 825

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Cash No. 10, Des Voeux Road Central, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents, Hongkong, 1st May, 1908. 787

INSURANCES

AAHEN and MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906, £17,837,119.

I. AUTHORIZED CAPITAL, £3,000,000 SUBSCRIBED CAPITAL, £2,750,000 PAID-UP CAPITAL, £687,500 0 II. FUND FUNDS, £3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 27th April, 1907. 1148

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents, Hongkong, 18th August, 1906. 28

FOR SALE

STAMPS FOR SALE.

A COLLECTION of 3,600 USED POSTAGE STAMPS of Various Countries, some very rare specimens. Can be seen by arrangement at the KOWLOON BOOK STALL, Kowloon. Hongkong, 8th May, 1908. 817

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95 2,000 do. ... \$35 1,500 do. ... \$25 1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, And all other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor, Hongkong, 9th May, 1908. 645

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, A PORTION of MARINE LOT No. 255 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 38 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply—

GEO. FENWICK & CO., LTD., Hongkong, 9th June, 1908. 184

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is commended by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."—British Weekly. "Far superior to ordinary guides."—Daily Chronicle.

Visitors to London should use DARLINGTON'S

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Visitors to Brighton, Eastbourne Hastings Bournemouth, Wye Valley, Severn Valley, Bath, Weston-super-mare, Malvern, Hereford Worcester, Gloucester, Llandudno Wells, Llangollen, Aberystwyth, Towy, Barnmouth Dolgelly, Harlech, Jricioeth, Pwllheli, Llandudno Rhy, Bettws-y-coed, Isle of Wight, and Channel Islands should send for DARLINGTON'S HANDBOOKS 1s. each, 1s. THE HOTELS OF THE WORLD A Handbook to the leading Hotels throughout the World.

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TO LET

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th May, 1908. 823

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OFFICES in ALEXANDRA BUILDINGS. Apply— SECRETARY, A. S. WATSON & CO., Limited. Hongkong, 23rd April, 1907. 91

TO LET.

EITHER Side of the DOUGLAS WHARF. Terms on Application to— DOUGLAS LAPRAIK & CO., General Managers, DOUGLAS STEAMSHIP CO. LD. Hongkong, 31st March, 1908. 637

TO LET.

NO. 2, MACDONNELL ROAD. Apply to— COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1906. 188

TO LET.

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TO LET.

FIRST Class European Houses, Leobell Terrace and Humphreys Avenue, Kowloon.

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TO LET.

OFFICES in HOTEL MANSIONS. Apply to— HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 1st May, 1908. 785

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C. WOLDRINGH Manager, No. 15, Des Voeux Road Central, Hongkong, 1st April, 1908. 261

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D. TOHDOW, Manager, Hongkong, 5th April, 1907. 738

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NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,
KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 12th May, 1908. 833NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M. No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.
Hongkong, 7th May, 1908. 4

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI,

AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th May, 1908. 8

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SCANDIA."

Capt. von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 11th May, 1908. 830

S.S. "ERNEST-SIMONS."

COMPAGNIES DES MESSAGERIES

MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex

s.s. "Dordogne" from Havre ex s.s. "Ville de Lorient" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 18th May, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 18th May, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Aging Agent.
Hongkong, 11th May, 1908. 2

THE

DIRECTOR AND

CHRONICLE

FOR 1908

IS

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Hongkong, 14th February, 1908. 383

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HONGKONG.

Hongkong, 20th February, 1908. 401

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for useful occupation; for pieces of cloth, even

of a square inch, can be stitched together and

very pretty pieces of work made out of cloth.

These that would otherwise be thrown away, and

articles are bought by charitable persons and

the Sisters are thus helped to keep up their

very large establishment, which is maintained

by the alms of friends and in a great measure

by the earnings of the girls themselves, who lead

by no means an idle life within the convent

walls.

Hongkong, 18th May, 1904

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tory easier, cut short the paroxysms, and

remove the feeling of tightness across

the chest.

GRIMAULT & Co. PARIS

Sold by all Chemists.

THE CHINA ASSOCIATION.

(Continued from page 3)

been made to H. M. Government, with a view to its cost being recognised as an Imperial charge. To allow time for consideration and rearrangement, the British community have guaranteed to protect the Hongkong Government against loss (to the extent named) during the current year.

At the Postal Congress at Rome, in 1906, China announced her intention to enter the International Postal Union at some future date. She has not yet done so, and her isolation places her at a certain disadvantage. She has also declined to join the International Telegraphic Union. While existing arrangements for the transmission of letters appear to be fairly satisfactory, parcels from England to China sent by British packet can only be insured beyond Shanghai, and their destination possesses a British Postal Agency. Such agencies are maintained at Amoy, Canton, Chefoo, Foochow, Hankow, Hoikow, Ningpo, Shanghai, Swatow, Tientsin and Wei-hai-wei. Parcels sent to Chinkiang, Ichang, Nanking, Peking, Tientsin and Weihaiwei as well as to the Kia-chow Protectorate, cannot be insured unless carried by German vessels. It is satisfactory, however, to note that negotiations have been begun by H. M. Government with a view to the extension of the British parcel post arrangements with China.

Many legal doubts and difficulties will be removed by the passing of the Companies (Extra Colonial Registers) Ordinance, 1907. (Hitherto great doubt has existed as to the legality of practices which have become prevalent in Shanghai of keeping local registers of shareholders. The Companies (Colonial Registers) Act, 1883, which enables Companies to keep branch registers in the Colonies does not apply to Shanghai. The proposed Ordinance will enable a Company registered in Hongkong to keep "in any place in which it transacts business" a local register, of course, Shanghai a register of members. It will not, however, and indeed it cannot without the keeping of local registers at such places by Companies registered in England. The Association, however, recognises that it would facilitate the introduction of capital into Shanghai if Parliament would sanction the keeping of local registers in the case of companies registered in England, whereof the business and management are largely centred in Shanghai.

A project was mooted last year at Shanghai of holding there an International Exhibition in 1909. At first it was intended that the Exhibition should be British, but subsequently it was decided to be international. A local Committee was formed, and a guarantee fund opened to secure the rent of a suitable plot of land. The Municipal Council offered, however, to purchase the land, at a rate exceeding 500 dollars per mow, and to permit the exhibition to be held thereon without charge, provided that any resultant profit from the exhibition be handed over to the Council for public purposes. The Committee placed the resources of the Public Works Department at the disposal of the local Committee for the purpose of preparing plans. It was eventually decided to hold the exhibition in 1911. This decision is probably prudent, as it will give time for the perfection of details, and also enable exhibitors to save freight by the transference of uncollected exhibits to the Tokyo Exhibition in the following year.

The public appeal made by the General Committee, for subscriptions to relieve the famine caused by floods in Kiang p'oh resulted in the collection of \$9,210 7s., which was remitted through the Hongkong and Shanghai Bank to the credit of the Relief Fund, at Shanghai. It is the credit of the Relief Fund, at Shanghai. It is gratifying to note that the successful administration of the fund was measurably due to the co-operation of Chinese officials with foreigners of various nationalities who took part in relief operations.

The incapacity or disinclination of the Chinese authorities to suppress robbery and outrage on the West River necessitated the active intervention of H. M. gunboats. To the satisfaction, it is believed, of the trading population but to the vexation, of course, of the class who are prone to resent encroachment on China's sovereign rights without perceiving, apparently, that those rights involve duties. The experiment had the effect of inducing the authorities to promise immediate payment of the indemnity required for the piracy of the "Euland" and the organisation of a local flotilla on the lines which Admiral Moore had shown to be efficacious.

His Excellency Li Ching-fang (adopted son of Li Hung-chang) has succeeded His Excellency Wang T'ai-shih as Chinese Minister at the Court of St. James. This appointment substitutes Mr. Ivan Chou, who has been acting as Chargé d'Affaires, to resume his duties as Secretary to the Legation and to devote more time to the furtherance of the education of Chinese students in England.

The Association has noted with gratification the bestowal of the Order of Knight Commander of St. Michael and St. George on Sir Charles Lucas, Assistant Under-Secretary for the Colonies, and of a knighthood on Sir Alexander Hosie, Commercial Attaché to H. M. Legation at Peking.

The Association had the pleasure of entertaining Sir Frederick Lugard (on his appointment to be Governor of Hongkong), Sir Claude MacDonald and Sir Matthew Nathan at a banquet at the Whitehall Rooms, in May.

The occasion of the Duke of Connaught's visit to Hongkong last year, was taken by the Association in Shanghai to invite him to extend his journey to that port, but H. R. H.'s previous arrangements unfortunately made acceptance impossible.

The Association has to deplore the loss, among other old members, of Messrs. W. B. Young, John Dodd, John Cooper, C. M. Dyce, Frank Gove, A. D. Sassoon and Sir Alexander Wilson.

There have, on the other hand, been numerous accessions, and the Committee notes with gratification that the local membership (including the British Association of Japan) may now be set down in round numbers at 1,000.

How to be beautiful—Keep your complexion, Mrs. Ellen's Cream, Chamotte, Lait Chermant and Special Skin Tonic and Poudre Chermant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 622

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While the pianoforte has done much to advance musical culture, how few can play the pianoforte and play it well? Modern skill and science have solved the problem and we now hear of the marvellous invention of the Auto-Piano by Messrs. Kastner & Co., Ltd. This marvel of ingenuity can be seen in the show rooms of the Robinson Piano Co., Ltd. the premier pianoforte house in the East, who are sole agents in China and the Straits Settlements for the various types of Auto Piano manufactured by Messrs. Kastner & Co., Ltd. The main feature lies in the fact that it is a combination of a Piano and a Piano player. The Piano can be used in the ordinary way, and when required the player attachment can be brought into use. To change the method from hand playing to playing automatically it is only necessary to open a panel to insert a music roll. When the piano is not being used with a music roll the pedals slide into the case, and are hidden from view, so that the auto piano looks like any other piano. The pedals are remarkably easy to work and can in addition be regulated specially for delicate persons or invalids. As the human fingers obey the brain, so do the fingers of the auto-piano—in a more finished style however, for the auto piano knows no technical difficulties and can never play a wrong note. It can play the great musical masterpieces with the fullest beauty, and the various soundings can be interpreted in closest harmony with the player's own musical feeling. It is capable of a sudden accent, a delicate legato touch, the softest pianissimo, or a thundering fortissimo. The auto-piano is flexible, plays direct notes, melody, steps etc., are exclusively patents and cannot be had on any other instrument. Everyone with or without musical training is placed in an equal position with the greatest pianist. All music rolls are marked with a dotted expression line, also the pauses and accents as they appeared in the original manuscript by the composer. Thus it is possible to render music in a style which even the most highly trained official musician cannot find fault with. The owner of an auto piano is never at a loss to provide first rate musical entertainment to friends, and for accompanying songs it is a most correct and yet sympathetic accompanist.

The pianos in themselves are all of the highest grade in tone, finish, and durability. In construction the auto-piano is perfect in every detail.

Mr. W. Vaughan Robinson, managing director of the Robinson Piano Co., Ltd., when in London was keenly interested in this new invention. After 33 years' experience of the Eastern climate, he spent two years visiting the London and Continental factories, giving directions for the building of these instruments for tropical climates. The outcome of his labours is now achieved.

PARIS.

(FROM OUR CORRESPONDENT).

WINE. April, 10th.

The French wine industry has once more become an important subject of conversation. Very interesting facts have just been disclosed under the head of "The French Wine Question at home and abroad." From whichever point of view this serious question is looked at, it is equally as lamentable for France. How to get out of the difficulty is precisely what the wisest heads in the country are attempting to solve. Not only is France unable to dispose of her wines in foreign countries—owing to keen competition and high prohibitive duties—but things are not much better at home where the demand for wine—irrespective of quality—tends to decrease more and more. This is to be attributed to the growing popularity of cider and beer, and the strong suspicion with which most wines in France are looked upon of late.

Unless the present regrettable state of things can be remedied—at least so far as home consumption is concerned—France will find herself compelled to produce less wine—a step which will certainly bring ruin to thousands of people. In the opinion of the majority, this, unfortunately appears to be the only way out of the dilemma. The critical state of things at home is directly attributed to over-production; to the erroneous belief that the demand for wine in France is as great as ever, whereas it is quite the opposite, as statistics prove. The Government could by insisting upon greater purity and cheapness do much to improve the conditions of things. This remark applies as much to home as foreign consumption.

PRESIDENT IN LONDON.

The French are delighted with the preparations being made in London to welcome President Fallieres next month. He will be received in State, and be given a hearty reception at the Guildhall. London is in consequence of M. Fallieres' visit to be so to speak invaded by French tourists. France admits that these visits do a great deal of good, not only from a political but a social point of view. Each country has something that the other might copy with advantage. Great Britain has never hesitated to borrow, or annex, from France anything which appeared to be worth the taking, while of recent years the Frenchman has been busy returning the compliment. This is particularly noticeable in the Champs-Elysees, the Bois de Boulogne, and parks, where thousands of French nurses are to be encountered in English dress. Indeed, it is much more "chic" to dress au courant a l'Anglaise than in the old fashioned picturesque uniform of the Paris woman. This remark also applies to children's clothes. It is generally recognised that English mothers know better how to dress their little ones than Frenchwomen; this explains why the shops in France which make a speciality of English styles for children are kept so busy. English furniture has also won its way to popularity

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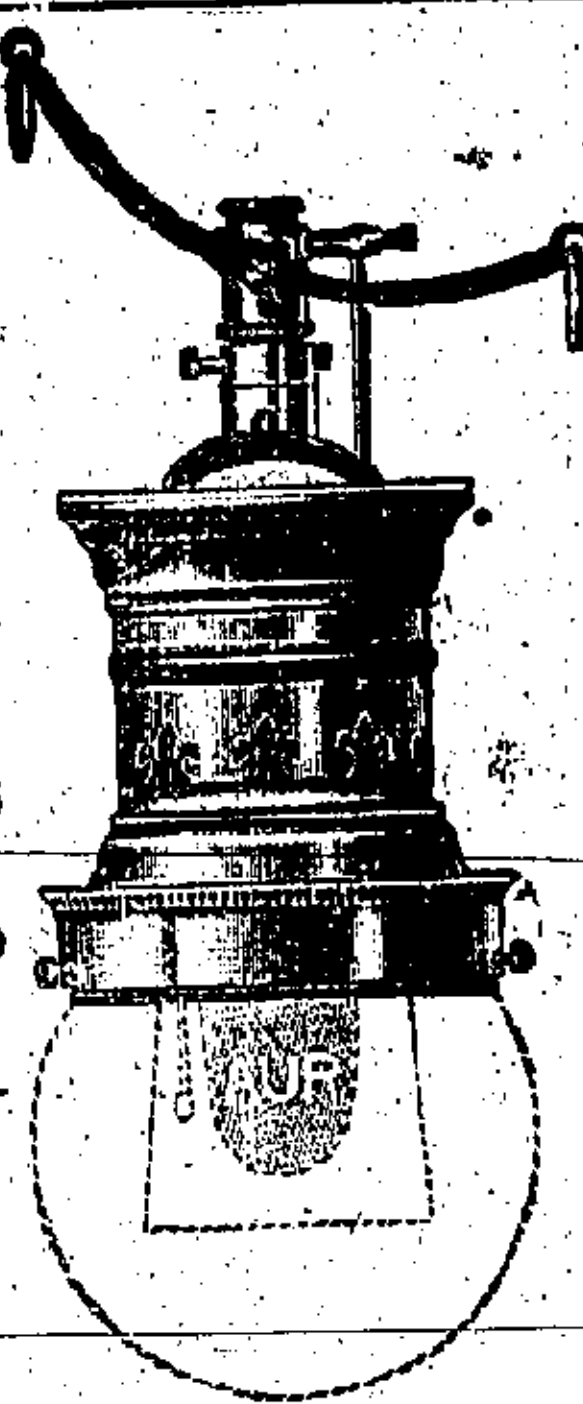
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HOUSEHOLD IS LIGHTREMEMBER, THERE IS
NO LIGHT SO GOOD OR SOCHEAP AS THE BRITISH-
MADE

Welsbach

The Welsbach guaranteed Gas burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but most beautiful of all lights.



The WONDERFUL WELSCH Kerosene No. 3. will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

This MANTLE to use with it is a Welsbach "C" or "CX." The light standard of these Welsbach-made Mantles is highest and the fabric is strongest. There are no Mantles so good as Welsbach.

Apply for particulars and catalogue of British-made Welsbach Mantles, Burners and Fittings to the Sole Agents of the Welsbach Incandescent Gas Light Co., Ltd., London.

WILKS & JACK, LTD.

14, DES VOUX ROAD CENTRAL, HONGKONG. 348

within the past few years, and when a Parisienne is furnishing a suite of rooms to day she nearly always makes a point of having one room—generally a bedroom—done in English style.

The English tailor too has long been a recognised institution in this country; English groceries are also much in demand. Nor is this all for English games have for years been the making converts in schools and colleges. The influence of English habits and ideas is further seen in the growing popularity of that essentially English blessing—the week-end holiday. Paris in fact tends to resemble London more and more every day in every respect. All this shows how England is influential.

A CRAZY SCHEME.

Why should not an artificial range of mountains be built some fifteen miles north and north-east of Paris? This novel idea has for author M. Weiss, an Alsacian engineer. M. Weiss would create a sort of miniature Switzerland within easy reach of the French capital by taking a strip of territory a mile wide by five miles in length and thereon build an artificial range of mountains of from 3,000 to 5,000 feet in height. It would, he asserts, be quite possible to build these mountains from huge blocks of cement, which would be cast on the spot. Landscape gardeners would arrange the valleys and precipices; streams would be artificially diverted and caused to fall in cascades. Cog-wheel railways would carry visitors up to picturesque-looking villages. M. Weiss further estimates that the scheme would provide labour for 20,000 workmen for ten years, while it would be of national utility, placing Swiss scenery almost at the gates of Paris. Moreover, it would form a sort of summer pleasure resort in which thousands of people would build country houses to enjoy the air of the artificial mountains, whilst being able to go into the city to business every day. Where are the £5,000,000 necessary to carry out such a scheme—to come from?

SHIPPING.

ARRIVALS.
CHIPPING, British str., 13th May—Canton.
DEW, British str., 4,783, J. D. Andrews, 13th May—Bombay 28th April.
MAILS and General—P. & O. S. N. Co.
HATTAN, British str., 1,183, J. S. Roach, 13th May—Fochow, via Amoy and Swatow 10th May.
General—Douglas, Lapraik & Co.
HONGKONG, French str., 74, A. Cornelissen, 13th May—Haiphong and Hothow 11th May.
General—A. R. Maier.
JOSEPH, Japanese str., 702, H. S. Smith, 13th May—Tamsui via Amoy and Swatow.
12th May, General—Osaka Shosen Kaisha.
KITO MARU, Japanese str., 1,448, S. Hirai, 13th May—Yokohama 6th May, Genl—Mitsui Bussan Kaisha.
KWANGTAI, Chinese str., 1,536, Wm. H. Lunt, 13th May—Shanghai 8th May, General—Chinese.
NERITE, Dutch str., 1,436, Wester, 13th May—From Hankow, Amoy, Kienyang & Co.
ORIEL, British str., 2,206, Maddrell, 13th May—Kobe 4th May, Genl—Hughes & Fough.
PRINCE, British str., 2,400, R. A. Thelston, 13th May—Liverpool 4th April, and Singapore 7th May, Genl—Butterfield & Swire.
SATSUMA, British str., 2,680, Armstrong, 13th May—Shanghai 10th May, General—Doddwell & Co.
YENOSHI MARU, Japanese str., 2,992, B. Koh, 13th May—Singapore 6th May, General—Nippon Yusen Kaisha.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
Chipping, British str., for Swatow.
Chimang, British str., for Shanghai.
DHAI, British str., for Shanghai.
Hagahoe, British str., for Amoy.
Kiyo Maru, Japanese str., for Amoy.
Kwongtai, Chinese str., for Canton.
Osaka, British str., for Yokohama.
Prinze, British str., for Shanghai.
Wakayama Maru, Japanese str., for Singapore.

DEPARTURES.
13th May.
C. DIERCKHOF, German str., for Hothow.
ELGIN, Norwegian str., for Bangkok.
FUKUCHI MARU, Japanese str., for Swatow.
GERMANIA, German str., for Amoy.
KAMAKURA MARU, Jap. str., for Singapore.
KWANGTAI, Chinese str., for Newchwang.
SCANDIA, German str., for Shanghai.
OSAKA, British str., for Shanghai.
YAWATA MARU, Japanese str., for Yokohama.

SHIPPING REPORTS.
 The British str. **Haitan** reports: From Fochow to Amoy, moderate N. to N.E. wind and clear weather. Amoy to Swatow, similar conditions of wind and weather. Swatow to Hongkong, fresh following breeze and clear weather.

VESSLS IN DOCK.
 May 13th.
ABERDEEN DOCKS.—**Sorsogon**, Haiphong, Victoria, Tamsui, H.M.S. Whiting, Amiral de Broumont, Liliin, Rajaburi, San U.
COSMOPOLITAN DOCKS.—**Glenfarg**.

VESSLS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW

THE Company's Steamship
"HAITAN."
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 15th inst., at 11 A.M.
 For Freight or Passage apply to
DOUGLAS LAPRAIK & Co.,
 General Managers.
 Hongkong, 12th May, 1908. 831

REGULAR STEAMSHIP SERVICE
 WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON AND NEW YORK.
S.S. SATSUMA ... 14th May.
 For Freight and further information, apply to
DODWELL & CO., LD.,
 Agents.
 Hongkong, 30th April, 1908. 522

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO
SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"TRIESTE."
 Capt. N. Chersich, will leave for the above places on MONDAY the 18th inst., P.M.
 This steamer has special accommodation for passengers, electric light, and carries a doctor and stewardess.
 For Freight or Passage, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 11th May, 1908. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
 Calling at Timor, Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.

THE Steamship
"EASTERN."
 Captain McArthur, will be despatched as above on THURSDAY, 25th inst., at Noon.
 This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.
 This steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 5th May, 1908. 103

THE Steamship
"EASTERN."
 Captain McArthur, will be despatched as above on THURSDAY, 25th inst., at Noon.
 This well-known steamer is specially fitted for passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.
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GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 5th May, 1908. 103

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1." Nearest Hongkong "2." midway between Hongkong and Kowloon "3." and those vessels berthed at the Kowloon Wharf "4." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	1	W. Hayward, R.M.E.	SHEWAN TOMES & Co.	About 19th inst.
LONDON &c. via UTAH PORTS OF CALL	OSAKA	Brit. str.	1	C. D. Denay, R.M.E.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	JAPAN	Brit. str.	1	Merer	P. & O. S. N. Co.	About 20th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 16th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SENDAHIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 15th June.
HAYRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Sellier	HAMBURG-AMERIKA LINIE	On 12th July.
MARSEILLES, &c. via PORTS OF CALL	YAKSA	Fr. str.	1	P. F. Cope	MESSAGERIES MARITIMES	On 26th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	1	Girstenbrun	NIPPON YUSEN KAISHA	On 27th inst. at D'light
MARSEILLES, ROTTERDAM & HAMBURG &c.	BISGAVIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th June.
MARSEILLES, ANTWERP, BREMEN & HAMBURG, &c.	STHONIA	Ger. str.	k.w.	N. Olno	HAMBURG-AMERIKA LINIE	On 1st June.
MARSEILLES, HAYRE COPENHAGEN, &c.	KANAGAWA MARU	Jap. str.	1	E. Malchow	MELCHERS & Co.	Beginning of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	P. E. FRIEDRICH	Ger. str.	1	A. Petris	NIPPON YUSEN KAISHA	On 10th June, at D'light
NAPLES, GENOA, ALGERIA, CHERIF &c.	CHINA	Aus. str.	1	SANDER, WIELER & Co.	On 20th inst. at Noon.	
TRIESTE, &c. via SINGAPORE, &c.	YORONEI	Rus. str.	1	MELCHERS & Co.	About end of June.	
NEW YORK via SUEZ CANAL	LOWTHER CASTLE	Am. str.	1	SHEWAN TOMES & Co.	About 25th inst.	
BOSTON & NEW YORK	SATSUMA	Brit. str.	1	DODWELL & Co., LTD.	To-day.	
VANCOUVER via SHANGHAI JAPAN, &c.	GLENFARG	Brit. str.	2 m.	CANADIAN PACIFIC R. Co.	On 20th inst. at Noon.	
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	CANADIAN PACIFIC R. Co.	On 4th June, at 4 P.M.	
VICTORIA B.C. & TACOMA via JAPAN	KUMERIC	Am. str.	1	DODWELL & Co., LTD.	On 16th inst.	
VICTORIA, B.C. & SEATTLE, WASH., &c.	AKI MARU	Jap. str.	1	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.	
VICTORIA, B.C. & SEATTLE, WASH., &c.	ITO MARU	Jap. str.	1	S. Ishikawa	On 9th June, at 4 P.M.	
SAN FRANCISCO	CLAN MACMILLAN	Brit. str.	1 m.	G. C. Christiansen	To-morrow, at 5 P.M.	
SALINA CRUZ, MEXICO via MOJI & JAPAN	MARIE	Ger. str.	1	N. Mathieson	On 11th June, at 5 P.M.	
AUSTRALIAN PORTS via MANILA	KUWANG MARU	Jap. str.	1	MELCHERS & Co.	To-morrow, at Noon.	
AUSTRALIAN PORTS via MANILA	FRANK STIGMUND	Ger. str.	1	D. Lenz	On 21st inst. at 3 P.M.	
AUSTRALIAN PORTS via PORT DARWIN	EASTERN	Brit. str.	1	SHAW, LIVINGSTON & Co.	On 23rd inst. at Noon.	
AUSTRALIAN PORTS via MANILA	TAITATA	Jap. str.	1 m.	BUTTERFIELD & SWIRE	On 23rd inst. at 4 P.M.	
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	1	NIPPON YUSEN KAISHA	On 12th June, at Noon.	
VIADIVOSTOCK	CURONIA	Rus. str.	1	MELCHERS & Co.	About 24th June.	
YOKOHAMA & YOKOHAMA	PALEMO	Brit. str.	1	J. D. Ferguson	About 22nd inst.	
YOKOHAMA AND KOBE	TSINAN	Brit. str.	1 m.	C. Lindbergh	On 23rd inst. at 4 P.M.	
KOBE AND YOKOHAMA	WAKASA MARU	Jap. str.	1	N. Nielsen	On 23rd inst.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1	T. Harrison	On 10th June, at Noon.	
JAPAN	TIKINI	Dut. str.	1	H. Koops	Quick despatch.	
CHINGWANGTAO, JAPAN, AMERICA, &c.	ANIRAL MAGON	Fr. str.	1	J. D. Andrews, R.M.E.	On 4th June.	
SHANGHAI	DELHI	Brit. str.	1	Y. Fucose	About 14th inst.	
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Jap. str.	1	B. Kon	On 17th inst. at 10 A.M.	
SHANGHAI, MOJI & KOBE	YENOSHI MARU	Jap. str.	1	F. Wheeler	To-morrow.	
SHANGHAI, YOKOHAMA & KOBE	KWONGKANG	Brit. str.	k.w.	N. Chersich	On 18th inst. at Noon.	
SHANGHAI, YOKOHAMA & KOBE	TEIESTE	Aus. str.	1	G. Groch	On 18th inst. P.M.	
SHANGHAI, YOKOHAMA & KOBE	PRINCE HENRI	Ger. str.	1	H. W. Konick, R.M.E.	About 20th inst.	
SHANGHAI, YOKOHAMA & KOBE	NAME	Ger. str.	k.w.	Malchow	About 22nd inst.	
SHANGHAI, YOKOHAMA & KOBE	PORTNUNG	Ger. str.	1	Charbonnel	On 25th inst.	
SHANGHAI, YOKOHAMA & KOBE	TOEKIN	Fr. str.	1	F. J. van Emmerick	On 25th inst. P.M.	
SHANGHAI, YOKOHAMA & KOBE	FOOKANG	Brit. str.	1	H. S. Smith	On 27th inst. at Noon.	
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dut. str.	1	T. Suruga	End of May.	
SHANGHAI	TIJATAP	Dut. str.	1	J. S. Roach	Quick despatch.	
TAMSUI VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	1	G. Hooker	On 17th inst. at 9 A.M.	
FOCHOW VIA SWATOW, & AMOY	SOSHU MARU	Jap. str.	1	Imbun	On 19th inst. at 10 A.M.	
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	T. Mayrick	To-morrow, at 11 A.M.	
SWATOW, WEIHAUW, CHERFO & TIENTSIN	KUWANG MARU	Jap. str.	1 m.	Rodger	On 17th inst. at 4 P.M.	
HOIHOW, PAKHOI & HAIPHONG	YUENHANG	Brit. str.	1 m.	A. Somerville	On 17th inst. at D'light	
MANILA	ZAFIRO	Brit. str.	1 m.	R. Almond	To-morrow, at 4 P.M.	
MANILA	TEAN	Brit. str.	1 m.	G. H. Pennefer	On 18th inst. at Noon.	
MANILA	ICONGSANG	Brit. str.	1 m.	F. Sembill	On 19th inst. at 4 P.M.	
MANILA	RUBI	Brit. str.	1 m.	Bradley	On 22nd inst. at Noon.	
CEBU & ILOILO	SUNGKANG	Brit. str.	1 m.	de Brouwer	On 23rd inst. at Noon.	
KUDAT & SANDAKAN	BOENGO	Ger. str.	1 m.	Juriansse	On 16th inst. at 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	KUTANG	Ger. str.	1 m.		Middle of May.	
MAKASSAR, SOERABAYA, SAMARANG &c.	TIJMAHI	Dut. str.	1 m.		On 30th inst. at 3 P.M.	
BATAVIA, CHERIBON, SAMARANG, &c.	TIJLIWONG	Dut. str.	1 m.		About 18th inst.	

EAST ASIATIC CO., LD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAYRE, COPEN, HAGEN and GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOCK	"CURONIA"	About 24th June.

 For Further Particulars, apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 6th May, 1908. 6

NIPPON YUSEN KAISHA.
 (THE JAPAN MAIL STEAMSHIP CO.)
PROJECTED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU, Tons 6761 Capt. F. E. Cope	WED. DAY, 27th May, at Daylight
VICTORIA, B.C., and SEATTLE, WASH., &c.	KANAGAWA MARU, Tons 6199 Capt. N. Ohno	WED. DAY, 10th June, at Daylight
SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	AKI MARU, Tons 6444 Capt. M. Yagi	TUESDAY, 26th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWASVILLE and BRISBANE	IYO MARU, Tons 6320 Capt. S. Ishikawa	TUESDAY, 9th June, at 4 P.M.
SHANGHAI, MOJI and KOBE	KUMANO MARU, Tons 4768 Capt. N. Mathieson	FRIDAY, 15th May, at Noon
KOBE and YOKOHAMA	YAWATA MARU, Tons 3817 Capt. K. Homma	FRIDAY, 12th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	YENOSHI MARU, Tons 4097 Capt. B. Koh	FRIDAY, 15th May, at Noon
	WAKASA MARU, Tons 6265 Capt. N. Nielsen	SATURDAY, 23rd May, at Noon
	NIKKO MARU, Tons 5539 Capt. T. Harrison	WED. DAY, 10th June, at Noon

* Calling at Keelung.
 * Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
 For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
 MANAGER. 356
 Hongkong, 14th May, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* KUMERIC	6,232	Cowley	On 16th May.
* SHAWMUT	9,806	E. V. Roberts	On 6th June.
* TREMONT	9,806	T. W. Garlick	On 1st July.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 4th May, 1908. 8

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 25th May, P.M.
MARSEILLES VIA PORTS	"YARBA"	On 26th May, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
P. NALIN,
 Acting Agent.
 Queen's Building.
 Hongkong, 9th May, 1908. 2

VESSELS ON THE BERTH

FOR SAN FRANCISCO.

THE Steamship
"CLAN MACMILLAN"
 Will be despatched for the above Ports TO-MORROW, the 15th May, at 5 P.M.
 For freight apply to
SHEWAN TOMES & CO.,
 Agents.
 Hongkong, 12th May, 1908. 702

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"OCEANA."
 Captain W. Hayward, R.M.E. carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 16th May at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 4,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSTA," due in London on 28th June, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
F. ABBOTT,
 Acting Superintendent.
 Hongkong, 2nd May, 1908. 1

JAVA-CHINA-JAPAN LINE.
FOR MAKASSAR, SOERABAYA, SAMARANG, CHERIBON AND BATAVIA.
 Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship
"TIJMAHI."
 Captain Bouman, will be despatched for the above Port on about 16th inst.
 For information as to Freight and Passage, apply to the
 Head Agent of the
JAVA-CHINA-JAPAN LINE,
 York Buildings, 1st Floor.
 Hongkong, 13th May, 1908. 835

JAVA-CHINA-JAPAN LINE.
FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MAKASSAR.
 Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship
"TJILIWONG."
 Capt. van Wyk Jurrinse, will be despatched for the above on or about the 18th inst.
 For information as to Freight and Passage, apply to the
 Head Agent of the
JAVA-CHINA-JAPAN LINE,
 York Buildings, 1st Floor.
 Hongkong, 13th May, 1908. 836

"SHIRE" LINE OF STEAMERS LIMITED.
FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"DENBIGHSHIRE."
 Will be despatched for the above Ports on or about TUESDAY, the 19th May, 1908.
 For Freight or Passage, apply to—
SHEWAN TOMES & Co.,
 Agents.
 Hongkong, 9th May, 1908. 723

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.
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